ALL THE LATEST STYLES TRADE O. SOM MARK

COLLARS 18C "JOE" THE HATTER,

ALL OTHER DEALERS ARE COMPELLED to Demand 25 Each. IT'S A COMBINATION-I'M OUT.

REAL ESTATE.

(Furnished by the Deam Abstract Co.) The following transfers of real estate were filed for record in the office of the register of deeds yesterday:

B F Tyfler to C L Berthoff lots 38 to
43 Meridian ave Boyles Valley Center S
John Colwich to J M Grader lots 43
to 48 blk 2 West Pine at add
A A Glenn to Mary Strickler lots 88
to 42 blk 3 and 1 2 and 14 to 24 blk 4

Quincy add.

Dalphon Hutchings to Mary C Hutchings lot 7 bik 8 College Hill add.

James A Savage to W B Tebbets and

J A Talbot lot 16 Fifth ave Hod-

of Wichita tract in ne 4 sw 4 ne 4 16-27-le being 137x385 feet.

8 G Gribt to J V and E H Wood nw 4 and e 34 of 13-25-2w.

UF Coleman to J M Hanley lots 120 to 130 University ave Lawrences systems.

R Duncan to D Hibbard lots 9 and R Duncan to D Hibbard lots 9 and 11 Duncans supplemental add... Hatford Investment Co to Bartford Western Land Co lots 25 27 Pattle ave 1 to 7 Pattle ave Strongs sub and 25 to 36 Fannie ave Strongs add and 188 to 164 Campbell ave Logan add.

Christina Whitlock to J V and E H Wood east 70 feet of 1 Washington ave Hiltons second add and 25 ft off south side lot 3. J W Cook to Grace Pottorif lots 65

to 69 Hydraulic ave Hydes add.... Hartford Investment Co to Hartford Western Land Co lot 34 Water st We have been visited today by Mr. Coaries Seton, of the firm of Seton & Stewart, wholesale grated water manufacturers of Runnymede, Harper county, Kansas. We are given to understand that the above mentioned firm is putting up a large establishment in Runnymede for the manufacture of grated water, on the best manufacture of scrated water, on the best American and European principles, and hopes to establish an extensive business throng-iout the southern part of the state. The firm is canvassing for trade in the towns of Wichita, Kingman, Harper, Wellington, Anthony, Attica, Argonia, Danville, Caldwell, Bluff City, and Liberal and other places, and it is to be expected that ere long, wherever one travels, will be seen the advertisements of Messrs. Seton & Stewart. We believe that the arated waters supplied by the above named gentlemen are of a superior description and great variety, and are unequalled by any manufactures hitherto established in these part. Messrs. Seton & Stewart are gentleman who have lately come to this state to set up in business and we heartily wish them

up in business and we heartily wish them success, and we can safely advise our friends, and patrons to give them a trial, as from our experience of them in private life, we believe them to be strictly bonoraable in their dealings with all men, and we have no doubt that they will maintain in their business relations with customers those high principles of rectitude which should characterize every business man. We sincerely hope that they may do well, dis-li-

Reduction of Passenger Rates via Santa Fe

Are now in effect to St. Louis, Chicago and eastern points. Also to Pueblo, Colorado Springs, Denver and Colorado points, Free reclining chair cars and Pullman palace sleeping cars on all trains.

98 tf W. D. MURDOCK, Agent,

To the public—Mr. A. W. Burrows has been released from the management and has no connection whatever with this com-Dated March 1, 1890. 98Tu Th Sat Cut Rates via the "Great Rock Island Route.

Commencing March 8 the Rock Island oute will sell tickets from Wichita at the dlowing rates: Chicago, first class, \$12.15; second class,

St. Louis, first class, \$11.15. Commencing March 10: Denver, Pueblo and Colorado Springs, \$10.75. Remember the Rock Island is the only line running through vestibule reclining chair cars free. Trains leave Wichita 7:40

Roduced Prices Previous to Removal. Green Gage plums, gallon cans, 22 cents Seven this points, gaton cans, as Seven bars Cherub soap 25 cents. Pop corn 1 cent per pound, Package coffee 24 cents per pound, Bushel backets 40 cents. Asparagus 35 ce. 15 per can.
Dili pickles 15 cents per quart.
Kraut 5 cents per quart, at
TATTERSALL'S,
338 North Main street.

After this week in Occidental hotel

S11.10 to St. Louis Via the Frisco Line. Commencing Monday, March 10, the St. Louis and San Francisco railway will sell tickets to St. Louis at \$11.10, one way. Free reclining chair cars in morning and night trains, and Pullman sleeping cars in both morning and night trains threwithout change. d97 t



REMEMBER OUR SALE THIS WEEK.

Surah silk of good quality, China silk, plain and faucy, Satines in all shades, at 39 cents.

Collar and cuff sale, 5c each. Ruching sale, 9c per yard.

Silk lace fichus at 10c.

Hair Ornaments at 10c.

Brilliantines, 42 inches wide, 39c

Yesterday there was a slight error in our ad which said: "Dotted Silk Vests," when it should have been Veils, value \$1 to \$3, this week at 40c.

M B. COHN. Globe, 418 East Douglas.

ON EMERGENCY TRAINS.

THAT'S WHEN THE IRON HORSE PERFORMS WONDERFUL FEATS.

Anybody with Money Enough Can Have a Special-When the Occasion Warrants Everything Must Give Way to the Flyers on the Railroad.

Half a century ago the man who was in a hurry to go to Washington or New York had to content himself with a slow going stage coach that jogged him over the road at a pace that would exasperate a business man of today to the verge of insanity. Novadays, however, a man can whirl away to either city in a wheeled palace at a speed and with a degree of comfort at a cost that never en-tered the most fanciful dreams of travelers years ago. And if anybody is in too much of a hurry to wait a few hours for a regular train it is an easy matter to procure a special train and be dragged away at a hair lifting rate of speed.

Special trains a few years ago were a luxary to be enjoyed only by railroad officials in cases of emergency or by parties who cared to pay extra fare and made their arrange ments with the railroad company some days in advance. With the development of rail-roading science even the most crowded railway is now able to send out a special on a few moments' warning. And these trains are usually within the reach of any man who does not hesitate over a hundred or two hundred dotlars, so that it is only a matter of money that stands between a man and the fulfillment of the most pressing engagement.
The result most desired and secured by a

special train is the avoidance of delay through loss of connection at junction points. To the man who has need for a special train it is not so essential that he should outstrip the time of a fast express as that he should be able to start at once without waiting an hour or two for the next regularly scheduled train. Most of the emergency trains are run on this basis, and their value is usually based upon their ability to start upon a few moments' notice.

READY IN SIX MINUTES.

An illustration of this character is furnished by a well known Philadelphia lawyer who had occasion to visit Lancaster upon legal business of great importance. He made an effort to catch the Pennsylvania railroad train leaving Broad street station at 2:40 p. m., but missed it by a few minutes. The pert train did not leave until 4:40, and would not bring him into Lancaster until 7:43 o'clock, which would be too late for the transaction of his business on that day. It was a case of urgent necessity, and important interests were staked upon his arrival in Lancaster, so he applied for a special train. In six minutes from the time that he made his application a car and a locomotive were at his disposal, he willingly paid the \$75 that was asked, and was whirled away to Lancaster in time to fulfill his engagement.

When Gen. Sheridan lay in Washington suffering with his last illness Dr. William Pepper made frequent visits to his bedside, and usually traveled by special train over the Pennsylvania railroad. Most of his trips were taken at night, when the tracks were comparatively clear of passenger trains, and he generally gave ample notice to the railroad people. On one occasion he sent a messenger to Broad Street station to ask upon how short notice he could have a train if he should want it later that night, and the messenger had bardly left the station with the reply that twenty minutes would be ample notice, when Dr. Pepper himself appeared in the station and said that he desired to start immediately. The crew that had been kept waiting his instructions had just been sent home, but another was quickly found, and thirteen minutes later Dr. Pepper was whizzing away toward Washington.

One of the best examples of quick work that has been done in this line was furnished by the Philadelphia and Reading railroad, when a member of the banking firm of Thomas A. Biddle & Co. made use of a special train to deliver several hundred shares of stock of the Western National bank of New York in that city. It was necessary, in order to make good the sale of the stock, to get it to New York in a hurry, and, on twenty minutes' notice, the Reading Railroad company furnished a car and engine for the purpose. The fifty-five miles between ered in fifty-three minutes, and the run from Ninth and Green streets to Jersey City, a distance of ninety mlles, was made in 101

THREADING THE CROWDED TRACKS. While the celerity with which special trains are made ready in case of emergency may strike uninitiated persons as something of an achievement, the start is really an insignificant element in this kind of railroading. The mest remarkable feature is the manner in which a special and unscheduled train is sont chair cars free. Trains least a.m. and 9:55 p.m.

If you are going north, south, east or west call at the city ticket office, 100 East Douglas avenue, and get the lowest cut rates.

C. A. RUTHERFORD,
Ticket Agent.

Ticket Agent. running. Every train in the path of the spe-cial must be notified at the first station it reaches that there is a special train on the

way, and if it is an urgent case every regular train must keep out of the way. All of this is accomplished by the free use of the telegraph, and it takes but a few moments to inform every signal operator, sta-tion agent and all the trains concerned that a special is coming. Every passenger or freight train in the path of the special must keep out of the way of the coming train, and leave ample time and distance to prevent all possia two track line, where freight and passenger are usually ordered to pull off at the first present. siding and leave the track clear for the special, and the regular passenger trains must keep sharp watch of the approach of to allow it to pass. At each station the con-ductors of the regular trains learn of the position of the special behind them, and govern

The cost of a special train sent out on short notice varies greatly according to the distance that is to be run and the character of the When the service rendered is essentially of a public character, as was the case with the trains that conveyed medical attendance to Gen. Sheridan, President Garfield and in numberless similar instances, the railroads rarely make any charge. For purely personal and private business purposes the charges vary greatly, and there is no fixed schedule. In the absence of any special considerations a train for New York or Washington from this city would cost anywhere from \$75 to \$250.—Philadelphia Record.

THE CLEARING HOUSE.

An Institution Without Which New York's Banks Could Not Do Business.

A concern which has a most important function smoog New York banks, and without which it would be impossible for them to transact the business which has reached such volume in the last few years, is the clearing

The word explains itself. It is a place where banks clear, that is, where a bank "exchanges" the checks paid by it belonging t other banks for its own checks paid by them Naturally, after this has been done, this bank remains in the debt of the other banks for the difference in the amount of the exchanges, or vice versa. The clearing house is simply a very great convenience. The banks all meet there and transact business in one hour which, if they had to send messengers to each other to do, would take them all day, if indeed they could do it at all. This plan was all right years ago when the number of banks was small and the business light, but in the present state of affairs it would be

practically impossible.

The clauring house is supported by ani... The city,

scription, each bank paying so much for the privilege of its use. Quite a revenue is also derived from fines imposed upon banks for tardiness, making mistakes, etc. Some banks in the city do not clear directly, but through other banks. This is especially the case with Brooklyn and Jersey City banks.

About seventy-five banks clear directly through the clearing house. Each bank has a desk of its own, and is represented by two and sometimes three clerks; one to settle, one to deliver, and the third, when there is a third, to sign the sheets. Usually the settling clerk does this, except in the cases of very large banks. The delivery clerk of each bank brings the checks of the other banks to the clearing house, each bank's checks in a separate envelope, with a slip pinned to it, on which are written the various amounts to gether with the total. These totals are then all set down on two sheets of paper, one of which the delivery clerk takes, while the

other goes to the settling clerk. All banks are obliged to be at the clearing house and in their places at 10 a. m., under penalty of a fine. At 10 sharp a gong rings, and the delivery clerks start on their rounds delivering envelopes to the settling clerks of the respective banks, who, in turn, take down the amount and sign their names opposite the amount with which their bank is charged. This operation generally consumes about eight minutes. The delivery clerk's work is now finished; he gathers up the envelopes left at his desk by the other banks, and departs on his way rejoicing. Not so with the settling

clerk, however.

When the exchanges have all been made he adds up the amounts charged to him by the other banks and makes out a slip with the amount of the exchanges paid out, the amount received, and the difference between the two. This slip has to be made up and handed in to the clerk of the clearing house by 10:45, or another fine is imposed, and if any mistake is made endless fines follow. When all the slips are handed in, a balance is struck by the accountants employed by the clearing

If there is a difference of a cent everybody is obliged to remain until the error is found. When the proof is made the fact is announced from the gallery, where Mannger Camp and his assistants preside; the debits and credits of the various banks are read, and the morning's work is over. The work is so quickly done and so perfectly systematized that as a rule 11:15 sees the room deserted.

The clerks of some banks are fined almost every day, while others go for a year without a fine. The chief things necessary for a settling clerk to possess are a clear head and a quick hand. If a settling clerk goes for six months without receiving a fine his name is entered on a book, and should be ever be out of a position Manager Camp will testify to his accuracy.

The banks assemble in the clearing house again in the afternoon for the purpose of receiving their credit or paying their debit, as the case may be. Sometimes it is but a few dollars and sometimes the amount runs up into the millions.

The oldest settling clerk among the banks s the man who settles for the Pacific bank. He is nearly 80 years old, but rarely misses a day, and performs his work with an ac-curacy and speed which puts many of his younger contemporaries to shame. - New York Sun.

About the Care of Lamps Don't "put up" with a wretchedly poor light, even if you use lamps; and don't keep

them within reach of the children. For the obtaining of the first, get good burners, even if you have cheap lamps. For the second, fasten all lamps in brackets as far sible above the little ones' heads, Chandeliers can be had in beautiful designs for lamps as well as gas, and at just as wide a range of prices.

All lamps should be filled in the daytime and at a regular hour. They must not be too full; they must be very carefully wiped off. The globes and chimneys should be kept clean and clear. The wicks are best trimmed by

simply rubbing off the charred surface.

The light is often affected by the holes in the burner becoming clogged. This can be remedied by boiling the burners in a strong solution of washing soda. - Good Housekeeping.

Court Day in Kentucky. This is the county seat of Grayson county, and on court days crowds of people come to town; it is the day for trading horses, and all the horses for miles around are here. A buggy is seldom seen at this season of the year, and it is a picturesque sight to see the country people come riding into town on horseback the horse or the mule having the entire length of his legs covered with mud, and it is frequently spattered on his back. The men usually have a meal bag or small boy behind them, and their hands full of "buckets" (tin pails) and baskets. Most of the saddles used here have heavy wooden stirrups. The womon ride in wearing checked gingham sun bonnets, bright plaid shawls and cambric riding skirts, usually wet with mud a half yard deep. Besides guiding the horse they are able to carry baskets, bundles or a baby in their arms.-Leitchtield (Ky.) Letter.

Unprecedented.

Cumm-I see that a detective has mysteri onsly disappeared.

Fangle-He's probably found the criminal he was looking for, and the shock killed him. -Epoch.

Mahali weaver, but it lives in a very large itself.

bility of accident or delay to the special. On eyes extremely sensitive to light of low intensity. Such can see in places which we protrains use the same track, the freight trains nounce dark, but there must be some light

The tailor bird makes its nest of long leaves which it sews together with the floer of a plant, first piercing the holes in them with its the special, and take a slding in ample time beak. The bottom of the nest has a heavy layer of cotton.

A dudish bird that lines its nest with the down of certain flowers is the lanceolate honeyeater. The nest it shaped like a hammock suspended from twigs, and is very deep. The groundwork is of grass and wool

The rat plague is getting worse in Suffolk, England. In threshing two beanstacks of ordinary size 160 rats were killed. Sixteen were driven from one hole by a ferret, which was killed by the rats before the job was

SETON & STEWART

WHOLESALE MANUFACTURERS OF

RUNNYMEDE, HARPER COUNTY KANSAS,

The above firm will supply at the ordinary market rates ARATED REVERAGES of the best and purest description, man-ufactured on the most approved Ameri-can and European principles. Give the firm a trial. Customers will find that they have never before been

supplied with goods of such a superior description, and will "rustle" the dealers to obtain SETON & STEWART'S ERATED WATERS in enormous quantities, To be obtained from all drug stores in

SPECIALS FOR THE WE

1000 pair child's French Ribbed Hose, black and colors, in sizes from 5 to 8!. Choice for 9c per pair.

1000 pair Misses' Derby Ribbed Hose, fast black, every pair warranted to be absolutely stainless or money refunded, in sizes from 5 to 8, at just 15c a pair.

100 dozen Ladies' Fast Black Hose, full regular made, never sold for less than 35c, will let them out Monday at 21c a pair.

1000 pair Ladies' 40 Gauge Fancy Hose, black foot with fancy top, never sold for less than 40c. Take them for 24c.

1500 yards Elegant crepe Lisse Ruching, not a yard worth less than 25c. choice Monday at 9c a yard.

1000 Fast Black Umbrellas, with gold cap on handle choice Monday only 79c.

75 Infant's Long Wraps, with embroidered collar, never sold for less than \$2, Monday 98c each.

Choice of 100 Infant's wraps, manufacturers samples, not one worth less than \$5.00, Monday's price \$2,73.

5 pieces black, 9 inch, Armure Sash Ribbon, with satin order, well worth \$1.75 per yard, all we have will go at 73c.

75 buckles for dress trimmings, the latest fad, at 5c each. 10 dozen clasps, the most elegant designs and patterns, go at 12c.

25 pieces Vandyke veiling, the latest agony, will go at 15c a

The BOSTON STORE

POSTAGE STAMP LORE.

The stamps of France are the most compli ated and inimitable of all stamps in use. The Rothschilds have a collection of postage stamps valued at a quarter of a million

Postage stamps were permanently intro luced into France in 1843, having been issued by the republicans. In the Berlin museum there are 4,500 speci-

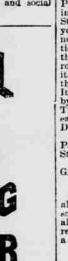
nens, so it is said, of which 2,460 are Euro pean and 1,147 from America. There are over 150 postage stamp sellers in Paris, which shows what a rage Frenchmen

have for collections of this kind. The French navy department in Paris has amassed, not merely a huge album, but a gigantic library of such precious trifles. It

is the largest collection in the world. There is a "lost pleind," so to speak, in the shape of a postage stamp issued by the government of British Guiana in 1855, which now commands, at public auction, about

A postage stamp exchange and mart was opened in Vienna in 1887. It holds its assizes in a large seven windowed room, has its regular organization officers and even an

There exists in Paris a regular market o exchange for old stamps. It is held every Sunday afternoon in the Avenue Gabriel Champs Elysees, and is attended by some tifty or sixty persons of all ages and social standings.—Philadelphia Times.



THE ANIMAL KINGDOM.

A very small bird of South Africa is the Mahali weaver, but it lives in a very large rouse shaped like an oil flask, which it builds tself.

No animal can see in the dark. Some have types extremely sensitive to light of low intensity. Such can see in places which we proposed dark, but there must be some light.

South, buy your tickets via. the Missouri Pacific railway. Louis by 48 miles and over two hours the quickest. Elegan new reclining chair cars just received from the Pullman Co., on all trains. These chairs are free to all patrons of the Missouri Pacific railway. Come and get our rates. We are here to stay. City ticket office 137 North Main street.

Passenger and Ticket Agent, 137 North Main street.

Only \$6.15 to Kausas City and Return.

On March 10 and 11 the Great Rock Island Route will sell tickets to Kausas City at \$6.15 for the round trip. Tickets good for return up to and including March 14. Remember the Rock Island Route is the only line running free reclining chair cars on both morning and night trains. Trains leave Wichita at 7:40 a. m. and 9:35 p. m. City ticket office 100 E. Douglas avenue. Passenger station corner Douglas and Mead agenues

and Mend avenues
C. A. RUTHERFORD, Ticket Agent.

Land Office Blanks,

Address the EAGLE for the necessary blanks to be used in filing on Okiahona land. Approved by the land commission-er: prepared by Coop, the Washington land attorney. Take stage for Stillwater at Orlando W. W. Snyder, Manager. d44 tf*

Why use poor coffee when you can buy the best just as cheap? Fuller's fresh roast can not be beat. 202 East Douglas. 27 if

The best, quickest and most direct line from Wichita to St. Louis and all princi-pal eastern, southeastern and northern

trains from Wichita to St. Louis without change, equipped with Pullman palace sleepers and free reclining chair cars. No other line does it. Close connections in St. Louis union depot with solid vestibule express trains, without change, to Chicago, Louisville, Cincinnati, Cleveland, Pittsburg, Philadelphia, New York and Boston. The popularity of this line being universally acknowledged by all competitors, all passenger trains of other railway lines entering Wichita from the north, south and west arrive in time to connect with the Frisco line fast express trains to the east.

east.

If you cannot purchase through tickets reading via Frisco line from your starting point, it will pay you to purchase to Wichita in order to secure the advantages and

point, it win including the point, it in order to secure the auvantum comforts of this line.

For further information regarding rates, time, connections and through reservation of sleeping car accommodations call upon or address W. D. Murdock, ticket agent, 122 North Main street, or Oak street union depot.

D. WISHART,

Gen. Pass. Agent,

St. Louis, Mo.

Keep This for Future Reference.

The Fort Scott, Wichita & Western railway "Missouri Pacific Route" is the only line running solid trains through from Wichita to Kansas City and St. Louis, Leaving Wichita at 9:15 p. m. you arrive at Kansas City next morning at 7 o'clock. Pullman palace sleeping and free reclining chair cars through to Kansas City and St. Louis without change. Remember if you go via the Fort Scott Route you are not dependent on main line connections at Junction Point, but you go right through on solid trains. This is the only route whose main line runs through Wichita. All trains are made up here and run through solid to Kansas City and St. Louis by 48 miles and two hours the quickest. Two trains daily to St. Louis and all points east. Ticket office 187 North Main street. Depot corner Second and Wichita streets.

Passenger and Ticket agent, 137 N. Main St., Wichita, Kan.

H. C. TOWNSEND,
G. P. & T. A., St. Louis, Mo.

Advictor Methers. Keep This for Future Reference

Advice to Mothers.

The Atchison. Topeka & Santa Fe are now running daily free reclining chair cars on their night train to Denver. Passengers leaving Wichita at 4:30 p. m., will arrive at Pueblo for breakfast the next morning, Colorado Springs at 10:30 a. m., and Denver for dinner. In addition to morning, Colorado Springs and Denver for dinner. In addition to free recilning chair car service Pullman reservation may be had upon application union ticket office and union depot.

W. D. MURDOCK.

d 101-tf Pass, and ticket agent. Three bours the quickest to St. Louis-Missouri Pacific railway. 124 tf

Old papers for sale at this office—25 cts per hundred, 22-tf

New Pullman Car on the Synt Fe Route Be tween Wichita and St. Joseph.

The Atchison, Topeka & Santa Fe railrond are now running in their night train leaving Wichita at 9:25 p. m. a new combination Pullman sleeping and chair car, Wichita to St. Joseph, through Topeka and Atchison. This car arrives at Topeka at 4:25 a. m., Atchison at 6:40 a. m. and St. Joseph 7 o'clock a. m. The Santa Fe is the only line having this arrangement from Wichita.

W. D. Murndock.

33-41 Passenger and Ticket Agent. Passenger and Ticket Agent

Charters Blank charters and all kinds of leg Blank charters blanks for sale by THE WICHITA EAGLE, Wichita, Kansas

Shaffer & Mahaney.

COAL, GRAVEL ROOFING, ROOFING AND BUILDING MATERIALS. TELEPHONE 104.

Eighteenth St. & 4th Ave., Wichita, Kan.

ranch Office 137 North Main. Telepone 192, dlast SCHWARTZ BROS.

ANNOUNCEMENTS. To the Editor of the Eagle.

Flease announce me as a candidate for cosmel and from the First ward.

W. N. CASWELL.

Winter Excursions via the Santa Fe Route.

The "harvest excursion" season is past and the Santa Fe route, pleased with it, success in each of those excursions, agais comes to the front with still another inn ducement for people to travelvia thappopular line, in the way of round-trip excursion tickets, at greatly reduced rates, to principal points in Old Mexico, New Mexico and Texas; also Aiken, S. C., Augusta, Ga., Elimingham, Ala., Brunswick, Ga., Callahan, Fla., Charleston, S. C., Jacksonville, Fla., Mobile, Ala., New Orleans, La., Savannah, Ga., Thomasville, Ga.; limited to return not later than June 1, 1890. Transit limit to points in New Mexico, Old Mexico and Texas will be 4 days each way. Winter Excursions via the Santa Fe Route.

way. Tickets are also now on sale to principal Tickets are also now on sale to principal tourist points in California: also Phoenix and Prescott, Ariz.: Portland. Ore.: good for six months, with going limit 60 days. Las Vegas Hot Springs, N. M.: Ogden and Salt Lake City, Utah. Idaho and Montana, good for 90 days: transit limit 4 days each way. Stop-over privileges allowed on all tourist tickets within transit limits.

Full information cheerfully given relative to routes and rates. Side-trip rates and other special rates to points on the A. T. & S. F. R. R. quoted on application. Sleeping car accommodations secured and baggage checked to destination. Call on or address W. D. Murdock, agent, 122 N. Main street and Union dspot.

G. P. & T. A., A. T. & S. F. R. R.

25-11

For Sale or Trade.

they are a baby in the Missouri Pacific railway knocked them all silly when it announced cut rates to St. Louis and points beyond, allow five them all silly when it announced cut rates to St. Louis and points beyond, allow five them. All so to Pueblas with the Missouri Pacific railway.

If you are going east, west, north or south, buy your tickets via. He Missouri Pacific railway.

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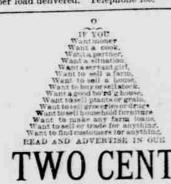
If you are going east, west, north or south, buy your tickets via. He Missouri Pacific railway.

If you are going east, west, north or south, buy your tickets via. Louis and own when the pacific railway.

If you are going east, west, north or south, buy your tickets via. He Missouri Pacific railway.

If you are going east, west, north or south, buy your tickets via. This office is prepared to furnish the pacific railway.

If you are going east, west, north or south of the pacific railway with



Advertising keeps old carion
Acvertising liberally alwarsh
Advertising unacessomeses
Advertising unacessomeses
Advertising creates confident
Advertising explose on the carion
Advertising explose of the carion
Advertising means folia
Advertise mealiately,
Advertise constantly,
Advertise constantly,
Advertise always,
Advertise well
ADVERTISE
AT ONCE
S O W

Fend and Advertise in our Want Column

J. S. BARNES,

PRATT, - - KANSAS.

Real: Estate,: Loan

NOW IS THE TIME TO

LIST YOUR FARM!

The Immigration Committee is hard at work and enquiries for Kansas Lands are coming in from all sides. Send full de-scription of your farm, with price, to

Smithson & Co 200 E Douglas Ave., Wichita, Kan.

OLIVER BROS., LUMBER

WICHITA, KANSAS. -YARDS AT-Wichita, Mayfield,
Welliegton, Harper,
Attice, Garden Plain,
Anthony, Arkausas City,
Andale and Haven.

DAVIDSON & CASE,

Of Sedgwick County.

John Davidson, Pioneer Lumberman,

ESTABLISHED IN 1870. -

A Complete Stock of Pine Lumber, Shin-gles, Lath, Doors, Sash, etc., always on hand.

Office and Yards on Mosley street, between Dong-Branch Yards at Union City and Okiahoma City Indian Territory.

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